

U.S. NAVY FLEET SUPPLY BASE: STOREHOUSE No. 1  
(Federal Building No. 1)  
Brooklyn 830 THIRD AVE  
Kings County  
New York

HAER No. NY-265

HAER  
NY  
24 - BROOK  
56 -

PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

HISTORIC AMERICAN ENGINEERING RECORD  
National Park Service  
Northeast Region  
U.S. Custom House  
200 Chestnut Street  
Philadelphia, PA 19106

HISTORIC AMERICAN ENGINEERING RECORD  
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LOCATION: 830 Third Avenue (block bounded by Second and Third Avenues, and 29th and 30th Streets), Brooklyn, Kings County, New York.

USGS Jersey City, NJ-NY Quadrangle, Universal Transverse Mercator Coordinates: 18.584200.4501260

ENGINEER/CONTRACTOR: Designed by U.S. Navy, Bureau of Yards and Docks; Turner Construction Company, New York, General Contractor.

DATE OF CONSTRUCTION: 1918

PRESENT OWNER: United States General Services Administration, 26 Federal Plaza, New York City, New York 10278.

PRESENT OCCUPANTS: U.S. Navy, U.S. Coast Guard, Internal Revenue Service, U.S. Postal Service, U.S. Drug Enforcement Agency, U.S. Treasury Department

PRESENT USE: Miscellaneous Federal storage and offices. Portions to be demolished 1991, remainder to be converted for use as a Federal detention center.

SIGNIFICANCE: Storehouse #1 is a representative example of permanent general storehouse design and construction undertaken by the U.S. Navy under the Preparedness Act of August 29, 1916. The Fleet Supply Base of which it was originally a part was constructed in 1918 to receive, store and issue mechanical and general supplies to the ships of the New York-based Third Fleet. The South Brooklyn location of the base was selected due to its proximity to the rail and water transit facilities available through the adjacent Bush Terminal complex (HAER NO. NY-201).

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PROJECT INFORMATION:

Storehouse #1 was documented by Louis Berger & Associates, Inc., for the U.S. Department of Justice, Federal Bureau of Prisons. The documentation was undertaken in accordance with a Memorandum of Agreement between the Bureau, the New York State Historic Preservation Office, and the Advisory Council on Historic Preservation. The storehouse was documented in July-August, 1991, by Martha H. Bowers, Architectural Historian; Rob Tucher, Photographer; and Ingrid Wuebber, Historian.

#### DESCRIPTION

The former United States Navy Fleet Supply Base Storehouse #1 (commonly known today as Federal Building #1) occupies a block bounded by Second and Third Avenues and 29th and 30th Streets in south Brooklyn, New York. The site is immediately north of the 200-acre Bush Terminal complex fronting on Gowanus Bay west of Third Avenue from 31st to 51st streets, south of which is the former U.S. Army Supply Terminal. Thus, from 29th Street to 63rd Street, the area west of Third Avenue presents an intensively-developed, multimodal marine, railroad, warehousing and industrial complex of deep-water piers, railroad lines, warehouses and factory loft buildings, the great majority of which were erected between about 1900 and 1920. An elevated section of Interstate 287 known as the Brooklyn-Queens Expressway, which follows Third Avenue, visually separates the complex from the neighborhoods of much smaller scale to the east. The former Fleet Supply Base now consists of three buildings: Storehouse #1 (currently known as Federal Building #1), Storehouse #2 (a similar building, now known as Federal Building #2, located directly to the south), and a steam plant, positioned toward the west end of a vacant lot on the south side of Storehouse #2. Since 1960, all three buildings have been managed by the U.S. General Services Administration.

Storehouse #1 is eight stories high, 700 feet long and 200 feet wide. In plan, the building forms a long, narrow U, the arms extending west toward Second Avenue. Each arm is about 77 feet wide, leaving a 45-foot wide court between them in which run two lines of railroad track flanked by raised loading platforms. Spanning the railroad court are two enclosed seven-story bridges which provide internal circulation from one arm of the building to the other. Also part of the original construction is a one-story enclosed concrete bridge at the second story level between Storehouse #1 and Storehouse #2. Later bridges, enclosed with corrugated sheet metal, are located at the 6th floor between the arms of Storehouse #1 and at second and eight floor levels between the two storehouses.

Storehouse #1 is of reinforced concrete columns and flat-slab construction. The columns are set on concrete piles driven some 23 feet through fill. The columns are spaced on 20-foot centers, with splayed "mushroom" caps reflecting the four-way system of structural reinforcement. The diameters of the columns decrease from floor to floor, those on the first floor being three feet in diameter, while those on the eighth floor measure 1 foot 8 inches across. The structural system is expressed on exterior elevations as a rectilinear grid, the bays of which are defined by the struc-

tural members. On the second through the seventh floors, the bays are filled with curtain walls composed of multilight steel window units with wire glass lights above broad spandrel panels of interlocking, brick manufactured by the Fisk Lock Company. The eighth floor, delineated by a narrow concrete cornice, features rusticated verticals and bays filled with groups of three five-light sliding steel window units.

The first story is set off from those above by another concrete cornice. On the 29th and 30th Street elevations are truck-loading docks marked by sheet-metal-clad sliding doors, hinged overhead doors, or modern corrugated metal roll doors. One of these entries, on the 30th Street side, encloses a concrete ramp which permits vehicular access to the first floor, which is about 4 feet above grade. A similar ramp is located at the west end of the north arm of the building, providing vehicular access from Second Avenue. The formal entrance to the storehouse, centered in the Third Avenue elevation, has shaped reveals within a rusticated surround topped by a simple cornice. Opening onto the loading platforms in the railroad court are heavy metal-clad timber sliding or horizontally-hinged doors which provide direct access to the first floor. Ornamental metal medallions placed on piers just below second floor level are equipped with eyebolts from which metal canopies were originally suspended over the platforms. The platforms are paved with Hastings asphalt brick.

The exterior of Storehouse #1 is largely unaltered from its original construction. Principal modifications consist of filling a number of window and loading bays with brick or concrete block, and replacement of several original loading doors with corrugated metal roll doors. The filling of fourth-floor window bays dates to 1942, when a section of this floor was set off as an air raid shelter (Drawing entitled "Air Raid Shelters - Fourth Floor", dated April 10, 1942; W.J. Barney Corporation, Drawing No. 301A301A). Deterioration is evident on all elevations, in the form of spalling concrete and exposed rebar.

The interior of Storehouse #1 basically consists of eight floors of functionally undifferentiated space, with the first seven floors originally intended for open storage of thousands of different kinds of items. Over the decades, portions of this space have been subdivided for offices and small storage areas, with partitions of wire, hollow tile, wood, beaverboard, plywood, cinder block or plasterboard. To accommodate differential settlement of the large mass, the building is constructed in five structurally independent sections. The expansion joints are identifiable on the interior as breaks in the floors and ceilings, and by the presence of paired, rectangular piers (one on each side of the joint). Bare

concrete walls and ceilings throughout the building retain marks of wooden formwork. Stories two through seven have smoothly finished concrete floors, while the first story is paved with asphalt block and the eighth with green and tan asbestos tile. Each floor is divided into large sections by 8 inches thick concrete firewalls fitted with heavy metal-clad timber hinged or sliding doors. The latter are hung on inclined rails and counterweighted for ease of movement.

The building contains 18 Otis elevators. Two, centered opposite the Third Avenue entrance, are for personnel. The remaining 16 are freight elevators of varying size, arranged in banks of two and three at regular intervals down each arm of the storehouse. Each bank of elevators is enclosed in walls of hollow clay tile. All the freight elevators have heavy timber flooring, and substantial V-notched wainscot about 6 feet high, the remainder of the cage being enclosed in heavy steel mesh. They are equipped with tin-clad timber doors operated by electrically-controlled pneumatic devices. Associated with the middle set of elevators in each arm is a finger-tray lowerer, manufactured by the Lowerator Corporation, in which each tray is suspended from projecting pins between a pair of "endless chains". Stairwells, also enclosed in clay tile walls, are positioned near each bank of elevators along the outer walls of the building. In the re-entrant angles formed by the railroad court wall of the north arm and the two seven-story bridges are trash chutes, extending from the eighth to the second floor, where refuse collected in concrete bins at the bottom of the chutes can be dumped directly into rail cars.

Storehouse #1 is equipped with a vacuum heating system, with high-pressure steam delivered from the steam plant in an 8 inch main to reducing valves and distributing mains on the seventh floor. The heat is disseminated by wall-mounted coils, except on the eighth floor and stairwells, where radiators are used. The vacuum pumps are located in the "pump room" on the first floor at the west end of the north arm of the building. This room also contains a hot water heating tank and the air compressors for the pneumatic operation of the elevator doors.

Each floor of the storehouse is supplied with an extensive overhead sprinkler system for use in cases of fire. Water for the system is stored in large wood-stave tanks set in pairs on elevated concrete platforms on the tar-gravel roof. The extant pair of tanks was installed in 1972 (Drawing entitled "Water Storage Tanks, Buildings 1 and 2", Simeon Heller and George J. Meltzer, Architects, March 22, 1972, Drawing #27-5). The roofscape also features two reinforced concrete observation posts with slit windows, plus six

penthouses which enclose the electrically operated hoists and cable drums and the control panels for each bank of elevators.

Power for lighting and elevator operation is supplied by Consolidated Edison from a small substation. Lighting consists primarily of exposed bulbs in shallow metal bowl reflectors, except on the eighth floor, where "Duplexalite" tube fixtures are suspended from the ceilings on chains. Two converters, for the conversion of alternating current to the direct current required by the elevators, are located in a first-floor room at the west end of the north arm of the building. Unit #1 is a 500 horsepower, 250-volt Crocker-Wheeler type CM generator operating at 600 rpm. Unit #2 is a 120-volt General Electric Continuous Current type MP generator which operates at 250 rpm.

As originally built and used, the eighth story was devoted to offices. The Supply Officer's "general office" was located at the east end of the floor, toward Third Avenue (Turner Construction Company 1918:47). The space, originally filled with wooden desks and filing cabinets, is illuminated by a large clerestory, with double-height columns down the middle of the space. The northeast corner, beyond the clerestory area, is divided by what appears to be original oak-grain wooden partition walls into private offices. The partitions have textured or clear glass upper sections above square panels. Above the windows are clear glass transom lights which can be pivoted on the vertical axis for ventilation. Other areas of the eighth floor are similarly partitioned, although most of the partitions lack the transom sections. Men's and women's bathrooms near the upper end of the north arm have octagonal white ceramic tile flooring, red marble urinal and toilet stalls (the latter featuring oak doors with brass hinges, handles and locks), and a long line of wall-mounted sinks. (Bathrooms on the other, storage, floors are far more utilitarian, with plain metal stalls and concrete floors.)

Since it was turned over to the General Services Administration in 1960, Storehouse #1 has been occupied by an assortment of different U.S. government departments and agencies which have enclosed portions of the originally open space on various floors to meet their own requirements for offices, laboratories and storage. Even the most "permanent" of these enclosures (involving concrete block partition walls) have not affected the basic structural characteristics of the storehouse interior. The most public area of the building today remains the U.S. postal facility, which has operated out of the Third Avenue end of the first floor since the 1930s (Drawing entitled "Post Office, New York, NY, Double-Acting Swing Doors for Mail Entrances to Post Office", January 4, 1935, Drawing #301A228).

### HISTORICAL INFORMATION

The U.S. Navy's fleet supply base at South Brooklyn, which included Storehouse #1, was constructed in 1918 to receive, store and issue mechanical and general supplies to the escort, troop and emergency vessels of the New York-based Third Fleet. It was one of two such complexes, the other being located at Hampton Roads, Virginia. It was also among a larger number of facilities which the Navy erected under the Preparedness Act of August 29, 1916, to relieve demands for space for the storage of supplies for ships, shipbuilding and "general industrial activity" (U.S. Department of the Navy 1921:317; Nobles 1918:176). In all, more than \$30 million was spent over the ensuing few years to erect some 30 "large permanent buildings" and over 100 "temporary and minor structures" representing some 15 million square feet of new storage area. Most of the "permanent" projects occurred at the Navy yards at Boston, New York, Philadelphia, Washington, Charleston, Mare Island (California), Puget Sound and Pearl Harbor (U.S. Department of the Navy 1921:318, 327-28).

Many of the storage facilities erected by the Navy during this effort were built for specific items, such as timber, boats, airplanes and aircraft materials, and metal stock. On the other hand, general storehouses, as the name suggests, were required to handle a wide variety of materials and equipment, amounting to thousands of different kinds of items, such as clothing, cable, nails, rope, and eating utensils, ranging in size from "a giant crank shaft or propellor down to a shoemaker's awl or a can of peas" (Turner Construction Company 1918:40). To facilitate design and to ensure that these various storage structures met the Navy's operational, safety and economic requirements, the Bureau of Yards and Docks developed type plans for various kinds of "temporary" and permanent storage buildings. These plans were then further developed and refined to address the particular mission and circumstances of each location (Smith 1918; U.S. Department of the Navy 1921).

The Navy already possessed extensive facilities at its yard on the East River in Brooklyn, but within that installation there was "neither the storage space nor the requisite room for expansion" to accommodate a fleet supply base (U.S. Department of the Navy 1921:317). "After mature study", the Navy selected a site adjacent to the Bush Terminal complex in South Brooklyn, on Gowanus Bay, as the location for the new storage facility (Turner Construction Company 1918:40). Bush Terminal was a manufacturing and warehousing complex furnished with both rail and water transportation, the first of its kind in the United States.



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Developed between 1905 and 1915 by Irving T. Bush, the complex offered deep water piers and an extensive internal railroad system to serve "enterprises of all sizes and types" needing space and the means to move cargo, equipment and merchandise into, out of and through New York (Flagg and Raber 1985). Terminal services were also made available to operations outside the complex proper, and it was this amenity that led the Navy to build its New York fleet supply base in South Brooklyn. "To create the transit facilities, both rail and water, which would have been necessary to insure the efficient operation of a plant of this magnitude would have been both impracticable and extravagant as a war emergency. It was therefore decided to tie in with the large industrial storage terminal already operating with a full equipment of piers, railroad facilities, motor trucks and general traffic arrangements (U.S. Department of the Navy 1921:317; 314-42).

By the end of 1917, the Navy had erected two "temporary" timber-framed warehouses on land owned by the City of New York, had commandeered a building owned by the American Can Company for use as a clothing factory, and had taken over the City pier at the end of 35th Street. In May and October of 1918, leases were executed for the commandeered land. Also that year, the Navy purchased a tract, between Second and Third Avenues and 29th and 32nd Streets, from the Bush enterprise. The tracts thus variously acquired were served by the Bush Industrial Railroad, seven Bush Terminal piers and five City piers, two of the latter being "retained from the city for exclusive Naval use" (U.S. Department of the Navy 1921: 311-12; Hollyday et al. 1921).

The facility as built occupied the entire area west of Second Avenue between 29th and 38th Streets, plus the three blocks east of Second Avenue. On the latter, the Navy erected two "eight story buildings of a permanent nature" (Storehouses #1 and #2) and a 3,000 horsepower coal-fired steam plant. The land west of Second Street contained, in addition to the two frame warehouses mentioned above, two "one story [warehouses] of a semi-fireproof nature", constructed of timber and hollow clay tile; a one-story, steel-framed brick and tile-clad aircraft storehouse; an internal railroad system and a railroad classification yard with a capacity of 465 cars; a Marine barracks; an office for the Navy's Public Works Department; assorted sheds; and two float bridges, the latter permitting "delivery and shipment of cars and materials by water as well as by land" (U.S. Department of the Navy 1921:343; Turner Construction Company 1918:38-41; Bandeccha 1921).

The essential functions of the supply base were receipt, storage and disbursal of materials and equipment. The facility was required to operate on a very large scale, handling and storing, for

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example, 6 million pounds of rope, 4 million sheets and pillowcases (each), 600,000 "assorted plates, 400,000 each of knives forks, spoons and other eating utensils" as well as 5 million pounds of soap and acids (Turner Construction Company 1918:54). Supplies could be brought in directly by rail, thanks to the Bush Terminal's direct connections with the Long Island Railroad and its other connections, via float bridge, with rail lines in New Jersey. Deep-water piers provided accommodation for the offloading of materials from ships, and still other supplies arrived in horse-drawn or motorized trucks. The largest and heaviest items (some "individual packages" could weigh more than 30 tons) were conveyed by rail to the two "semi-fireproof" warehouses, one of which was equipped with 5- and 50-ton cranes. Supplies destined for the two "permanent general storehouses" were either brought by truck to the loading docks in the outer walls of each building, or by rail to the interior platform of Storehouse #2 or the court of Storehouse #1. The materials were then loaded onto hand- or storage-battery trucks, on which they remained until deposited in their assigned storage areas -- a process that, using a car-load of nails for example, could take as little as 40 minutes (Turner Construction Company 1918:54). The system was simply reversed when supplies were to be disbursed.

Construction of the two storehouses (numbered #1 and #2) was based on type plans developed earlier by the Navy for "permanent general storehouses" (Smith 1918). According to the type plans, such buildings were of reinforced concrete column and flat slab construction, selected as "most desirable from the standpoints of economy, speed of construction, floor headroom, lighting and... more desirable and economical than steel construction from the standpoint of fireproofing" (U.S. Department of the Navy 1921:322). The storehouses could range from four to eleven stories in height, with columns set 20 to 21 feet on centers in both directions. According to the type plans, the first story would be 15 feet high, the remainder 10'6" high, with staircases in fireproof wells along the outside walls. Elevators, also in fireproof wells, would be arranged in banks "for maximum efficiency in operation and routing of supplies" (U.S. Department of the Navy 1921:322). It was also recommended that the elevators be sufficiently large to accommodate storage-battery trucks or trucks and trailers, thereby avoiding unnecessary manual loading and unloading of the elevators. To facilitate the loading and unloading of motor trucks or rail cars, the first floor was positioned about 4 feet above street level, with ramps from the street for the storage-battery trucks. While notably lacking in ornament, these storehouses were to be designed "in good taste, and with such architectural treatment as is consistent with the construction use (Smith 1918:37, 39; U.S. Department of the Navy 1921:322, 327).

Construction of Storehouse #1 (and also its neighbor, Storehouse #2), generally followed these type specifications. The U-shaped plan of Storehouse #1 was selected with post-war needs in mind, specifically the Navy's plan to convert it to clothing manufacture (U.S. Department of the Navy 1921:343). Howard Chapman, of Timmis and Chapman, New York, architects, provided studies for "architectural treatment" of the buildings (Turner Construction Company 1918:54)

Construction contract #2818 for the Brooklyn fleet supply base was awarded to the Turner Construction Company of New York, which had impressed the Navy with the speed at which it had aided the "Win the War programme" in erecting a medical supply storehouse and chemical laboratory at the Brooklyn Navy Yard the previous year (Turner Construction Company 1918:13, 47). Turner Construction was founded in May, 1902 by engineers Henry C. Turner and DeForrest H. Dixon to "design and build reinforced concrete structures". Two years later, Turner Construction received a contract from the Robert Gair Company of Brooklyn to build what proved to be "the largest reinforced concrete building project in the United States up to that time" -- a nine-story building with 170,000 square feet of floor space (Turner Construction Company 1918:127). The following year, the firm began the first of twenty-two reinforced concrete buildings ultimately constructed for the Bush Terminal complex. By 1918, Turner Construction had developed a solid reputation in large-scale industrial building throughout the eastern United States, a reputation which the company's wartime efforts further enhanced (Turner Construction Company 1939).

The Navy contract was signed on March 5, 1918, and one of Turner's subcontractors, the Raymond Concrete Pile Company, which had already completed preliminary site work, began driving concrete piles that day. The 5,425 piles for Storehouse #1 were all in place within a month, and its roof was "concreted complete" on July 16, 2-1/2 months later. The Navy partially occupied the building on July 19 (Turner Construction Company 1918:47-48). Similar speed attended construction of Storehouse #2, with both buildings formally turned over to the Navy 7-1/2 months after the contract had been signed.

Construction of Storehouses #1 and #2 involved an enormous amount of material which required systematic and expeditious handling. As described in Concrete (Nobles 1918:176-7), the site layout

was singularly favorable in this respect. The block adjoining [Storehouse #2]...was vacant, affording excellent storage space, while, just south, ran five spur tracks of the Bush Terminal Railroad, capable of storing

about forty-five cars, and connecting directly with the Long Island Railroad...At the river, less than 1,000' away, 600' of open bulkhead provided accommodations for unloading directly from scows.

The materials naturally group themselves into two classes, of which sand, cement and stone constitute the first. All of these were delivered alongside by scow, and the stone and sand raised by clamshell bucket to hoppers on shore, under which large five-ton auto trucks drove to receive their loads by gravity discharge. For the cement a belt conveyor was employed from scow to auto truck on shore. A man on the boat untied the cement sack and placed it on the belt, another man dumping this sack as it reached him into a motor truck.

About 12,000 bags of cement, 1000 cu. yds. of sand and 2000 cu. yds. of gravel were received every day during the time when heavy construction was in full swing. Between [Storehouse #1 and Storehouse #2] a runway was placed on a grade from Third avenue up to the height of the second story, thence running level several hundred feet and finally down again to Second Avenue. Under the level portion of this runway the storage bins were constructed...The motor trucks which ran over this trestle with sand and stone dumped their contents...directly into them. The sand and gravel was fed by a gravity chute from these bins into the mixers, of which there were three on each side of this runway, and one pair of mixers was fed out of each bin. Each mixer discharged directly into a 1-cu. yd. bucket carried by hoisting engine up the conventional tower to the story where needed. Thirty auto trucks were required to haul these materials. On the floor, Ransome buggies were used for transferring the concrete, there being about 125 of these in use...

The greater part of all other general materials were delivered by truck, or being dispatched by freight, arrived on the storage tracks adjoining Thirty-Second street, where they transferred by team and truck to the hoists. Two of these latter, for [Storehouse #1] were located in Twenty-Ninth Street, three in the court; while four for [Storehouse #2] were in Thirty-First street, thus completely segregating the receiving stations for the two buildings, as well as keeping separate the two general classes of material required in each structure. Thirty trucks, with teams, were kept on the job con-

stantly for this work. Some of the more important materials handled were reinforcing steel, structural iron and lumber. In addition there was a hoist in an elevator shaft of each building, in which was raised the brick, tile and mortar.

The urgency and size of the project required a large work force, which averaged 2,150 men and reached a height of 2,480 (including Turner employees, general contractors and subcontractors) on July 10. By mid-1918, Turner Construction was also deeply involved with two other major military construction contracts, for the Navy and War Office buildings in Washington, D.C. and for the Army's enormous supply facility at the opposite end of the Bush Terminal complex in South Brooklyn (Turner Construction Company 1918:51-53, 111; Engineering News-Record 1919). To develop and maintain "esprit de corps" among the nearly 14,000 men involved in these three projects, Turner developed a program which included mass meetings, a weekly newspaper, called the Mixer, for each job; posters emphasizing the importance of the laborer's contribution to the war effort; contests among work crews for "eagle and broom" honor flags, and pins and badges. "The mass meetings were preceded by parades, led by bands, formed according to trades. The speakers were usually officers who had seen active service overseas, English, Italian and American. These mass meetings were very enthusiastic [and] mass singing of popular war songs...aided materially in getting the right spirit across" (Turner Construction Company 1918:111). The effectiveness of these morale-building activities was not possible to quantify. However, the fact that all three of Turner's 1918 government projects were completed on or ahead of schedule suggested that "stimulating the interest of labor played an important part in bringing about such satisfactory performances" (Turner Construction Company 1918:112).

After the war, the Navy found it had limited use for the south Brooklyn supply base, particularly since the transport ships it had largely been built to supply had been returned to their commercial owners (New York Times, October 30, 1919:18). As a result, the Navy gradually divested itself of major portions of the facility. All the land south of 33rd Street leased from the City of New York was returned to City control in 1921, and the remainder, containing the two "semi-fireproof" warehouses, was conveyed by 1929. By the early 1930s, the remaining property (consisting of the two large storehouses and the power plant) had been reassigned to the U.S. Naval Clothing Depot, for the manufacture and distribution of uniforms to the entire Naval service, and a post office had been opened on the first floor of Storehouse #1. During World War II, "over 14,000 separate articles of clothing" were manufactured daily on the open floors of the storehouses, largely by civilian

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employees. The Clothing Depot was also responsible for inspection of foodstuffs supplied by private contractors, and for supervising "the roasting of coffee for the Navy" (New York Times, March 25, 1942:16). In 1951, the activities of the Clothing Depot were merged into a new command called U.S. Naval Supply Activities, New York (New York Times, July 16, 1951:6). By the 1950s, the Brooklyn facility had been relegated to the status of "annex" to the supply depot at Bayonne, New Jersey. The remains of the former fleet supply base were turned over to the General Services Administration in 1960, although the Navy continued to occupy some of the space, and currently operates a publications and printing office in Storehouse #1.

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"Lease Map: Property proposed to be leased to the United States of America represented by the Commandant of the Third Naval District, New York, N.Y." No date [1917-18]. Drawing #301A1. Scale 1" = 100'.

"Underground Layout, Naval Supply Base, Storehouse #1 & #2." No date [1918?]. Scale 1" = 30'.

"Footing Plan," Turner Construction Company, New York, February 27, 1918. Drawing #301A6. No scale.

"General Layout Plan of Fleet Supply Base, South Brooklyn, Third Naval District", Public Works Department, October, 1918. Drawing #301A103. Scale 1" = 100'.

"Auxiliary System for Heating Storehouse No. 1 and No. 2," U.S. Navy Yard, New York, March 1923. Drawing #301A111. Scales 1" = 20' and 3/16" = 1'.

"Map of Naval Supply Depot, Brooklyn, New York, showing conditions on March 1, 1929," Third Naval District, New York, March 1, 1929.

"Map of U.S. Naval Clothing Depot, Brooklyn, New York, showing conditions on June 30, 1933," Public Works Office, Third Naval District, June 30, 1933. Drawing #301A222. Scale 1" = 50'.

"Post Office, New York, New York. Double-Acting Swing Doors for Mail Entrances to Post Offices," Public Works Office, Third Naval District, January 4, 1935. Drawing # 301A228.

"Naval Clothing Depot N.Y.," Third Naval District Headquarters, December 17, 1936. Four sheets. Scale 1" = 10'.

"Air Raid Shelters - Fourth Floor," W. J. Barney Corporation, New York for Third Naval District, U.S. Naval Clothing Depot, April 10, 1942. Drawing #301A301A.

"Master Plan of 1st Floor, Building 1," U.S. Naval Supply Activities, New York, Brooklyn, New York, Public Works Department, March 2, 1953. Drawing #BK-S1-1. Scale 1/16" = 1'.

"Master Plan of 2nd Floor, Building 1," U.S. Naval Supply Activities, New York, Brooklyn, New York, Public Works Department, March 2, 1953. Drawing #BK-S1-2. Scale 1/16" = 1'.

"Master Plan of 3rd Floor, Building 1," U.S. Naval Supply Activities, New York, Brooklyn, New York, Public Works Department, March 2, 1953. Drawing #BK-S1-3. Scale 1/16" = 1'.

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"Master Plan of 4th Floor, Building 1," U.S. Naval Supply Activities, New York, Brooklyn, New York, Public Works Department, March 2, 1953. Drawing #BK-S1-4. Scale 1/16" = 1'.

"Master Plan of 5th Floor, Building 1," U.S. Naval Supply Activities, New York, Brooklyn, New York, Public Works Department, March 2, 1953. Drawing #BK-S1-5. Scale 1/16" = 1'.

"Master Plan of 6th Floor, Building 1," U.S. Naval Supply Activities, New York, Brooklyn, New York, Public Works Department, March 2, 1953. Drawing #BK-S1-6. Scale 1/16" = 1'.

"Master Plan of 7th Floor, Building 1," U.S. Naval Supply Activities, New York, Brooklyn, New York, Public Works Department, March 2, 1953. Drawing #BK-S1-7. Scale 1/16" = 1'.

"Master Plan of 8th Floor, Building 1," U.S. Naval Supply Activities, New York, Brooklyn, New York, Public Works Department, March 2, 1953. Drawing #BK-S1-8. Scale 1/16" = 1'.

"Elevations", U.S. Office Building, Brooklyn, New York. Simeon Heller & George J. Meltzer, Architects, September 4, 1964. Drawing #27-26.

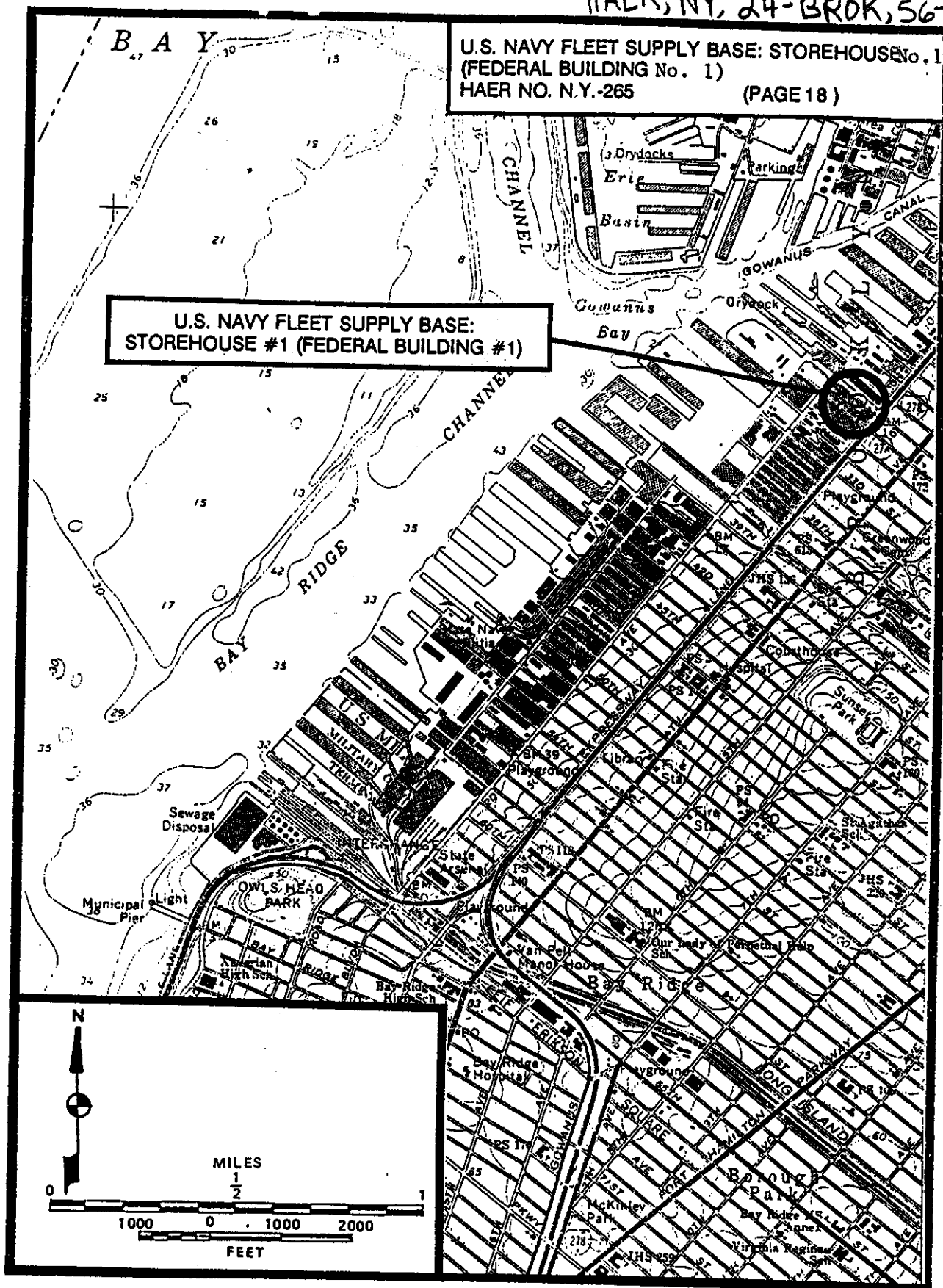
"Water Storage Tanks, Buildings 1 and 2," Simeon Heller & George J. Meltzer, Architects, March 22, 1972. Drawing #27-5.

"Roof Plans", General Services Administration, Construction Management Division, Region 2, New York, October 29, 1976. Scale 1/32" = 1'.

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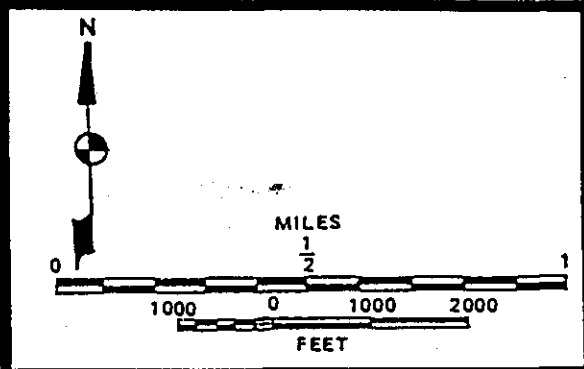
U.S. NAVY FLEET SUPPLY BASE: STOREHOUSE No. 1  
(FEDERAL BUILDING No. 1)  
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U.S. NAVY FLEET SUPPLY BASE:  
STOREHOUSE #1 (FEDERAL BUILDING #1)



SOURCE: USGS 7.5 Minute Series Jersey City N.J. - N.Y. Quadrangle (photorevised 1981)

ORIGINAL EXTENT OF  
U.S. NAVY FLEET SUPPLY BASE



**SOURCE: USGS 7.5 Minute Series Jersey City N.J.- N.Y. Quadrangle (photorevised 1981)**